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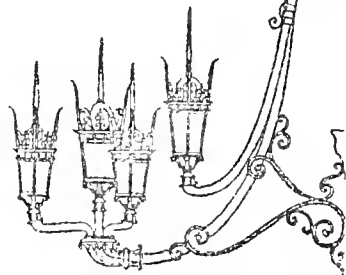
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<http://www.archive.org/details/applicationforde79bost>

MUSEUM WHARF

Boston Redevelopment Authority

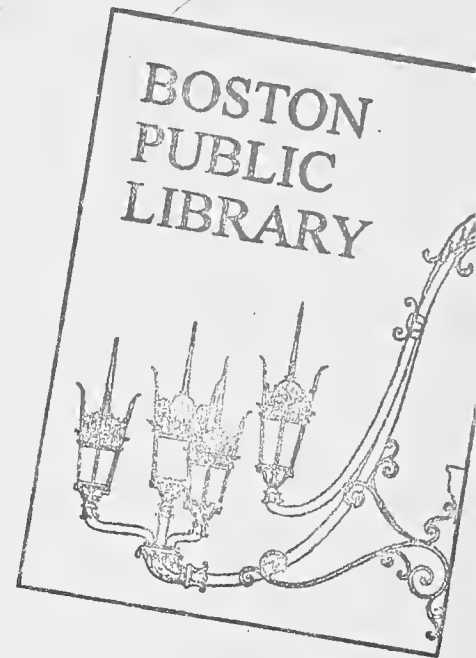
Robert J. Ryan, Director

GOVDOC

BRA

3453

May 24, 1979



Secretary Byron Matthews
Executive Office of Communities and Development
100 Cambridge Street
Boston, MA 02201

Dear Secretary Matthews:

I am pleased to submit to you on behalf of the City of Boston the Museum Wharf Commercial Area Revitalization District Plan for your review and approval.

The Museum Wharf CARD will provide the site for a new and expanded Children's Museum and Museum of Transportation. These Museums are extremely important to the City and are difficult to locate elsewhere because of this need for a central location and high visitor attendance levels.

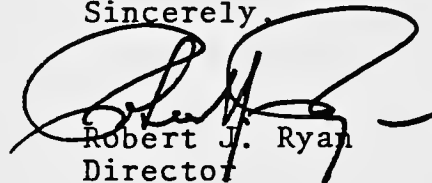
In addition, the proposed development in the Museum Wharf CARD will include new commercial/retail development that will not only pay taxes to the City, but create almost 200 new jobs.

A new public waterfront park along the water's edge of the Fort Point Channel is also part of the proposed Museum Wharf Development.

The BRA considers the Museum Wharf CARD to be an outstanding example of how this program can be used to benefit both the City of Boston and two major museums that are important resource centers for the citizens of the City and Commonwealth.

I look forward to your timely approval of the Museum Wharf CARD.

Sincerely,



Robert J. Ryan
Director

M 42
B 65R
CM
1 City Hall Square
Boston, Massachusetts 02201
(617) 722-4300

NOTE:
OLD
1970-1980

APPLICATION FOR DESIGNATION
OF THE MUSEUM WHARF CARD

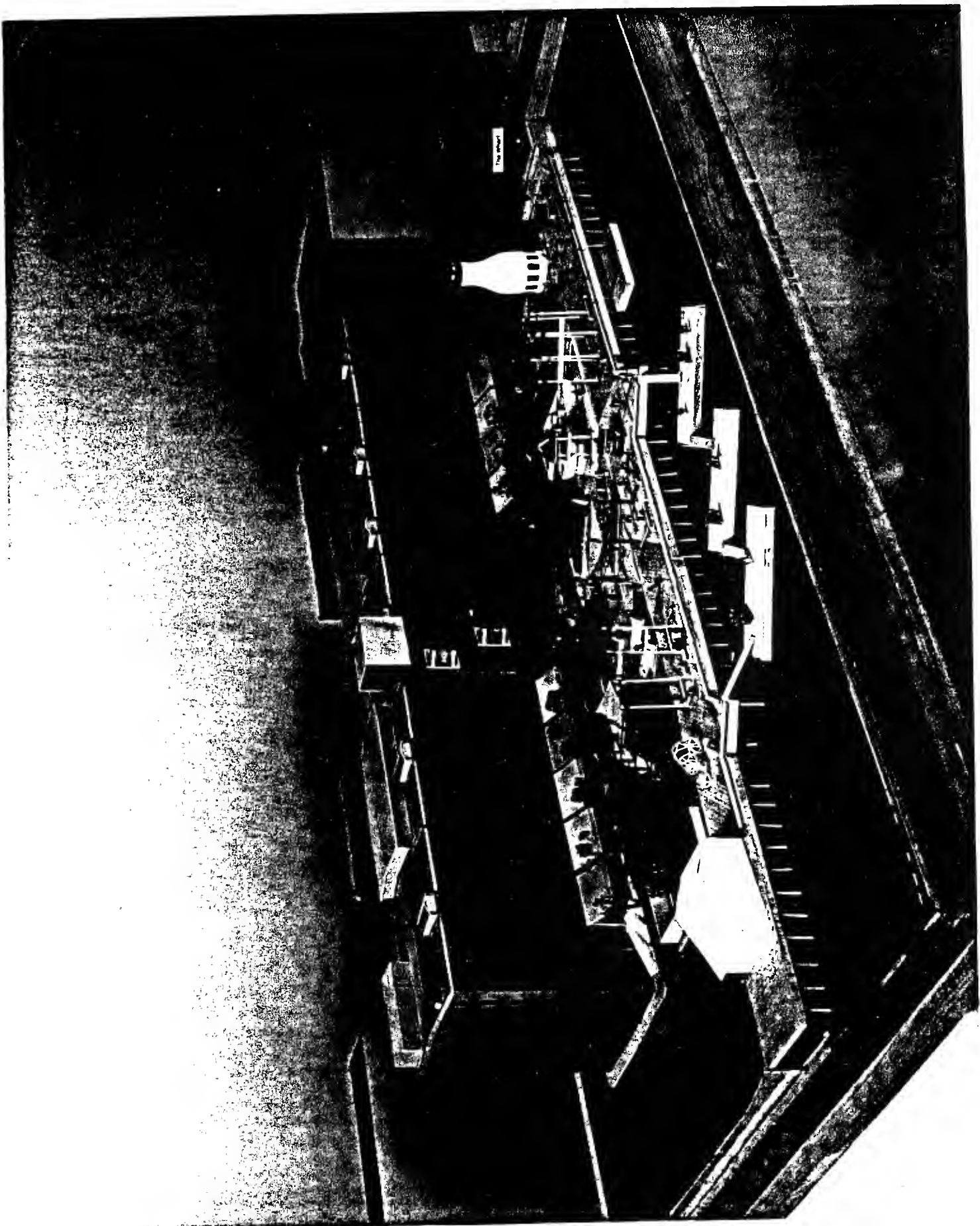
City of Boston

Kevin H. White, Mayor

Boston Redevelopment Authority

Robert J. Ryan, Director

April, 1979



1.0 TABLE OF CONTENTS

2.0 CARD Description

3.0 Rationale for District Boundaries

4.0 Statement of Plan Objectives

5.0 Plan Strategy

6.0 Consistency With Other Local Plans

7.0 Provisions for Citizen Participation

8.0 Description of the Implementing Agency

9.0 Notice of Public Hearing

10.0 City Council Resolution

11.0 Opinion of Counsel

Appendix I: Fort Point Channel Study

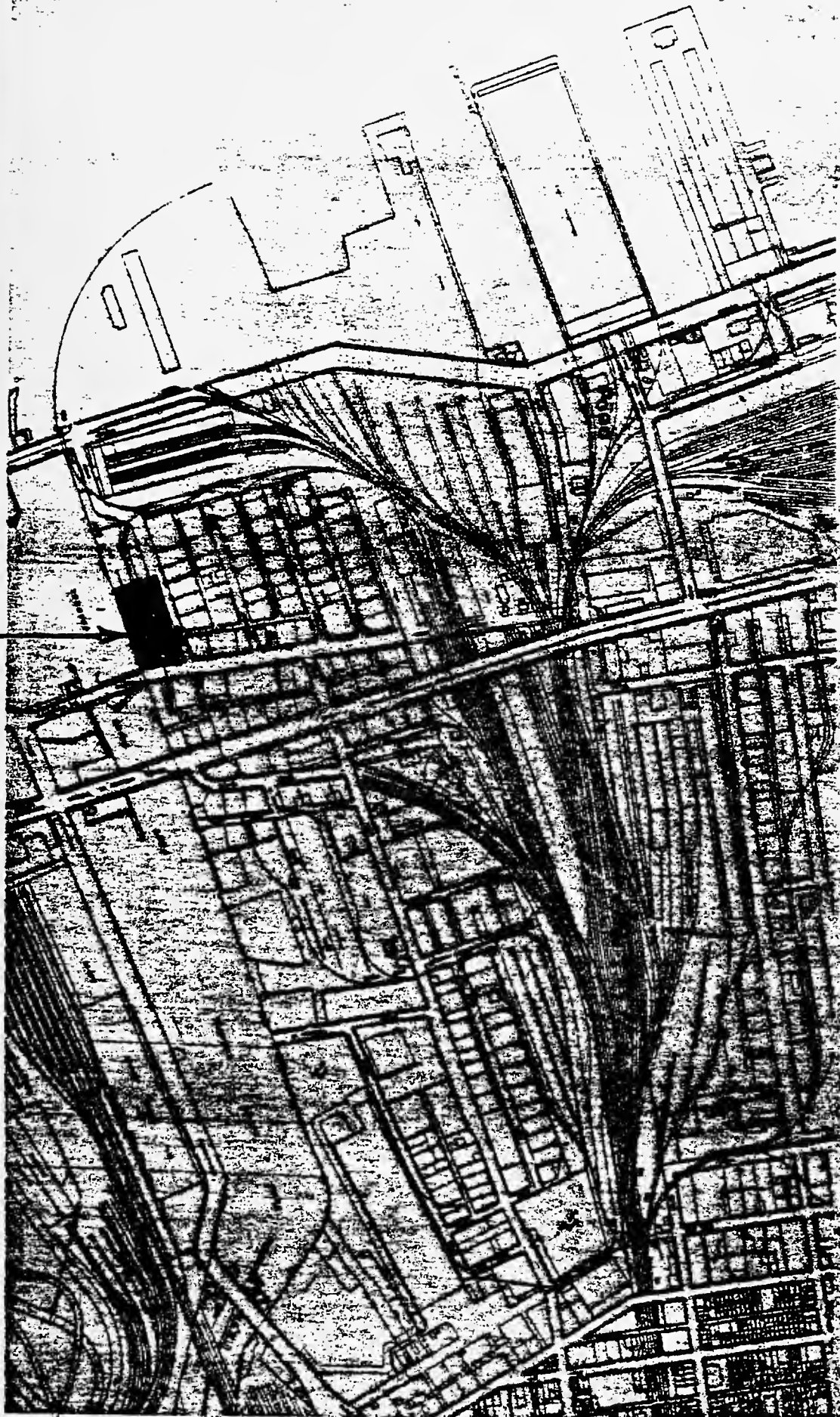
2.0 CARD Description

2.1 Boundaries of the CARD

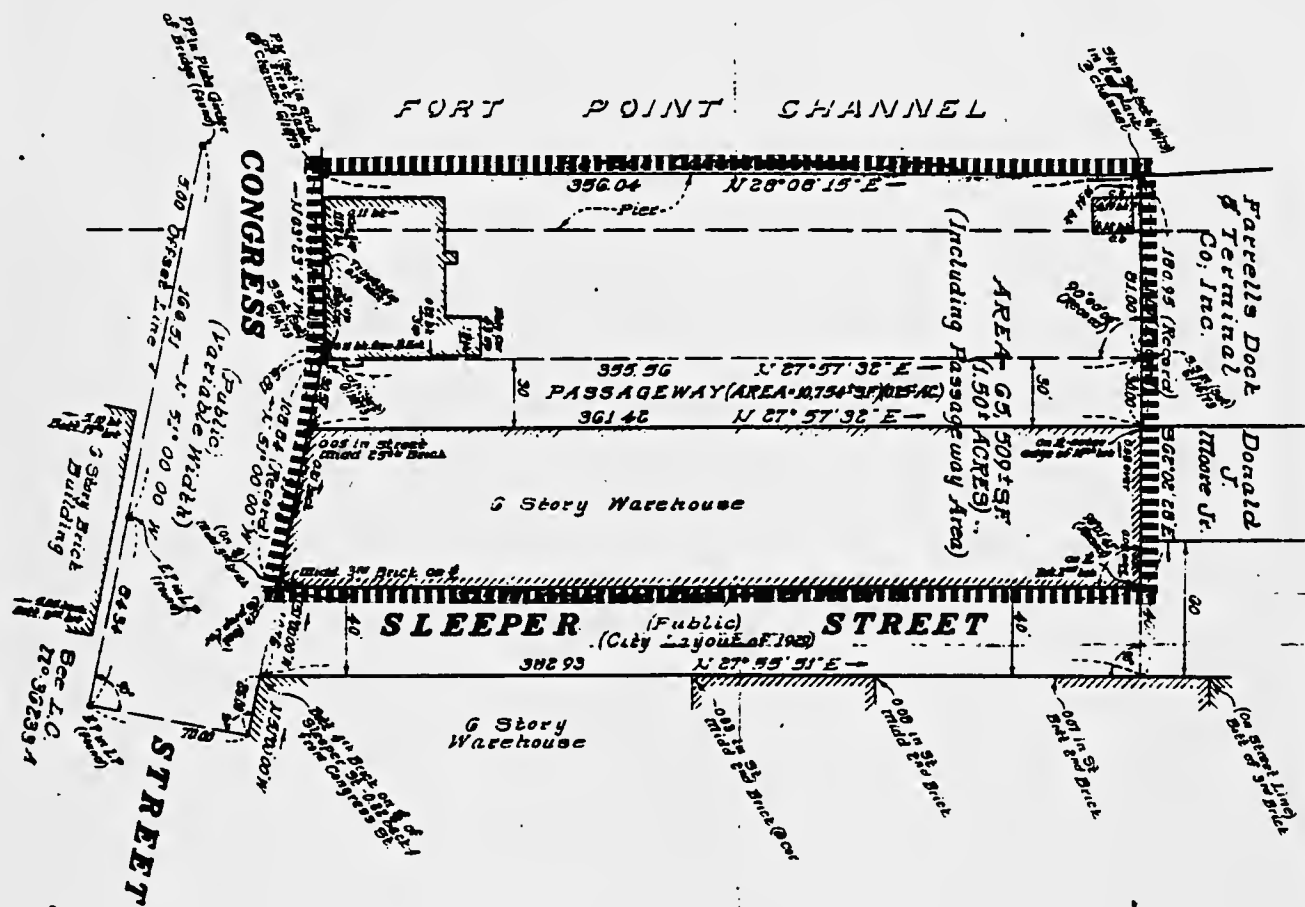
The boundaries of the Museum Wharf CARD encompass the property of the Children's Museum and the Museum of Transportation in South Boston. The boundaries of the Museum Wharf CARD are as follows:

Beginning at the intersection of the northwesterly side of Sleeper Street and the northeasterly side of Congress Street running northwesterly on a bearing of N 51° 00' 00"W for a distance of 108.84 feet; thence continuing northwesterly on a bearing of N 63° 23' 47"W for a distance of 75.44 feet, thence running northeasterly on a bearing of N 28° 08' 15" for a distance of 356.04 ft; then running southeasterly on a bearing of S 62° 02' 28" E for a distance of 180.05 feet; thence running southeasterly on a bearing of S 27° 55' 51" W for a distance of 375.10 feet to intersect the beginning point of this description.

MUSEUM WHARF CARD



MUSEUM WHARF C.A.R.D.
LOCATION WITHIN THE FORT
POINT CHANNEL AREA



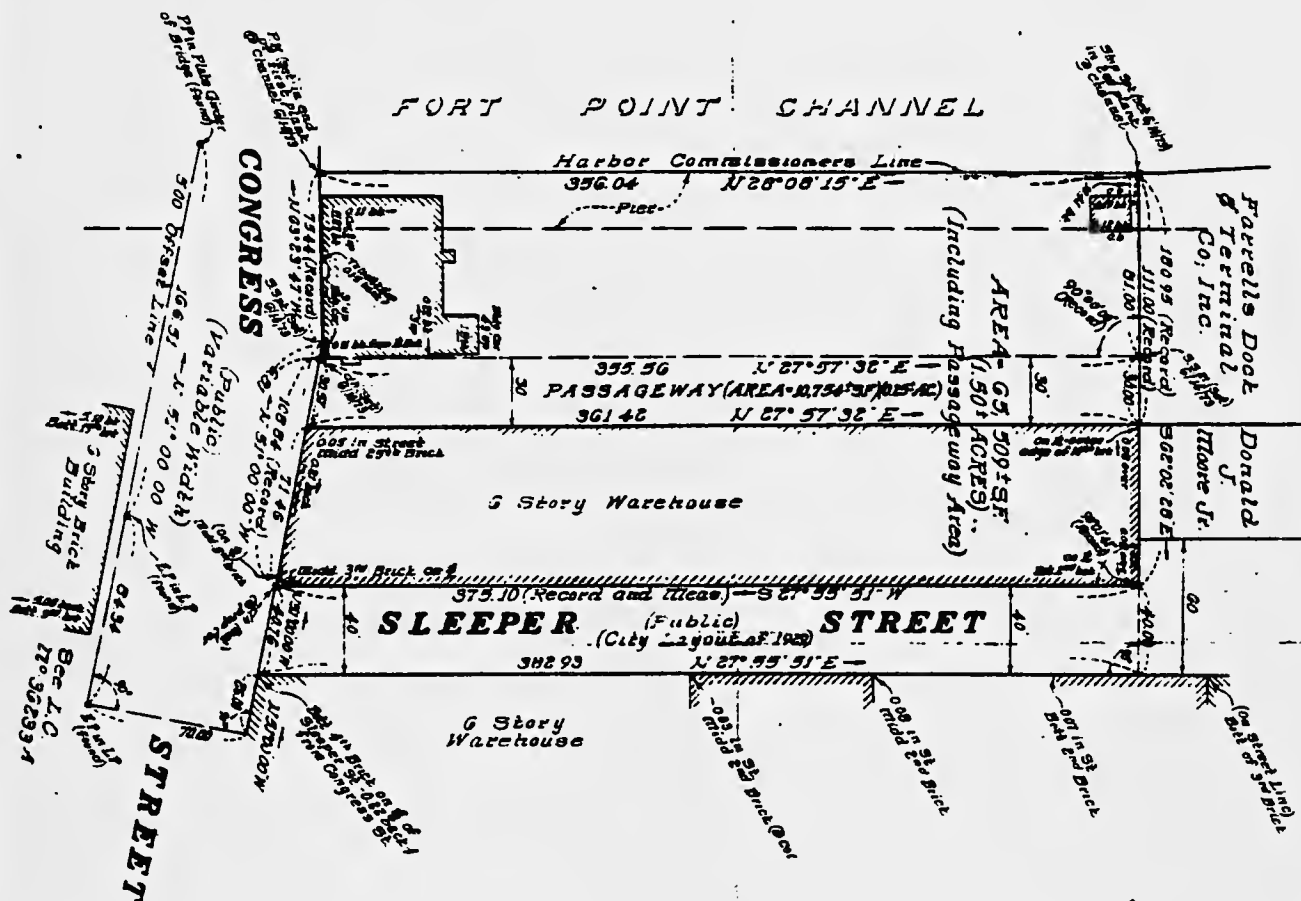
Need and Plan References
 See deeds and plans recorded in
 Suffolk Registry of Deeds
 Book 5107, Page 323
 Book 5107, Pages 443 and 444
 Book 5107, Page 427
 Book 5125, Pages 627-629
 Book 6075, Pages 84-86
 See Land Court Plan No. 362334
 See City Engineering Dept. notebook
 799, Pages 6 and 5

Note:
 Plan refers to Boston Assessors Plan
 Ward 6, Section 4, Block A.J.

PLAN of LAND in
BOSTON, MASS.
 Scale 1" = 40'
 June 11, 1973
 Schofield Brothers, Inc., Registered
 Land Surveyors
 1071 Worcester Rd., Framingham, Mass.

Research by mgg Drafted by jtm
 Field Chief mgg Checked by gxr
 Computed by dxx Approved by RLS

FORT POINT CHANNEL



Deed and Plan References
 See deeds and plans recorded in
 Suffolk Registry of Deeds
 Book 5107, Page 929
 Book 5335, Pages 443 and 444
 Book 5107, Page 427
 Book 6125, Pages 627-629
 Book 6075, Pages 84-86
 See Land Court plan No. 362334
 See City Engineering Dept. Notebook
 799, pages 2 and 3

Note:
 Plan refers to Boston Assessors Plan
 Ward 6, Section 4, Block A-1.

PLAN of LAND in
BOSTON, MASS.
 Scale 1"=40
 June 11, 1973
 Schofield Brothers, Inc., Registered
 Land Surveyors
 1071 Worcester Rd., Framingham, Mass.

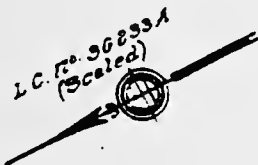
Researched by mss
 Field Chief mss
 Checked by pkr
 Computed by pkr
 Approved by pkr
 PLS

2.2 Land Use

The Museum Wharf CARD encompasses 65,500 square feet of land and contains one existing structure. This structure is a six-story brick and wood warehouse building that runs the entire length of the Sleeper Street side of the CARD. It was built between 1885 and 1890 for the cold storage of imported wool. The existing land uses within the Museum Wharf CARD are as follows:

Footprint of existing building	25,600 square feet
Paved parking/storage area	30,000 square feet
Wooden pier on wood pilings	<u>9,900 square feet</u>
TOTAL----- 65,500 square feet	

The existing building contains approximately 150,000 square feet of floor space and was vacant for a number of years before being purchased by the Children's Museum and Museum of Transportation.



MUSEUM WHARF C.A.R.D.

EXISTING LAND USE

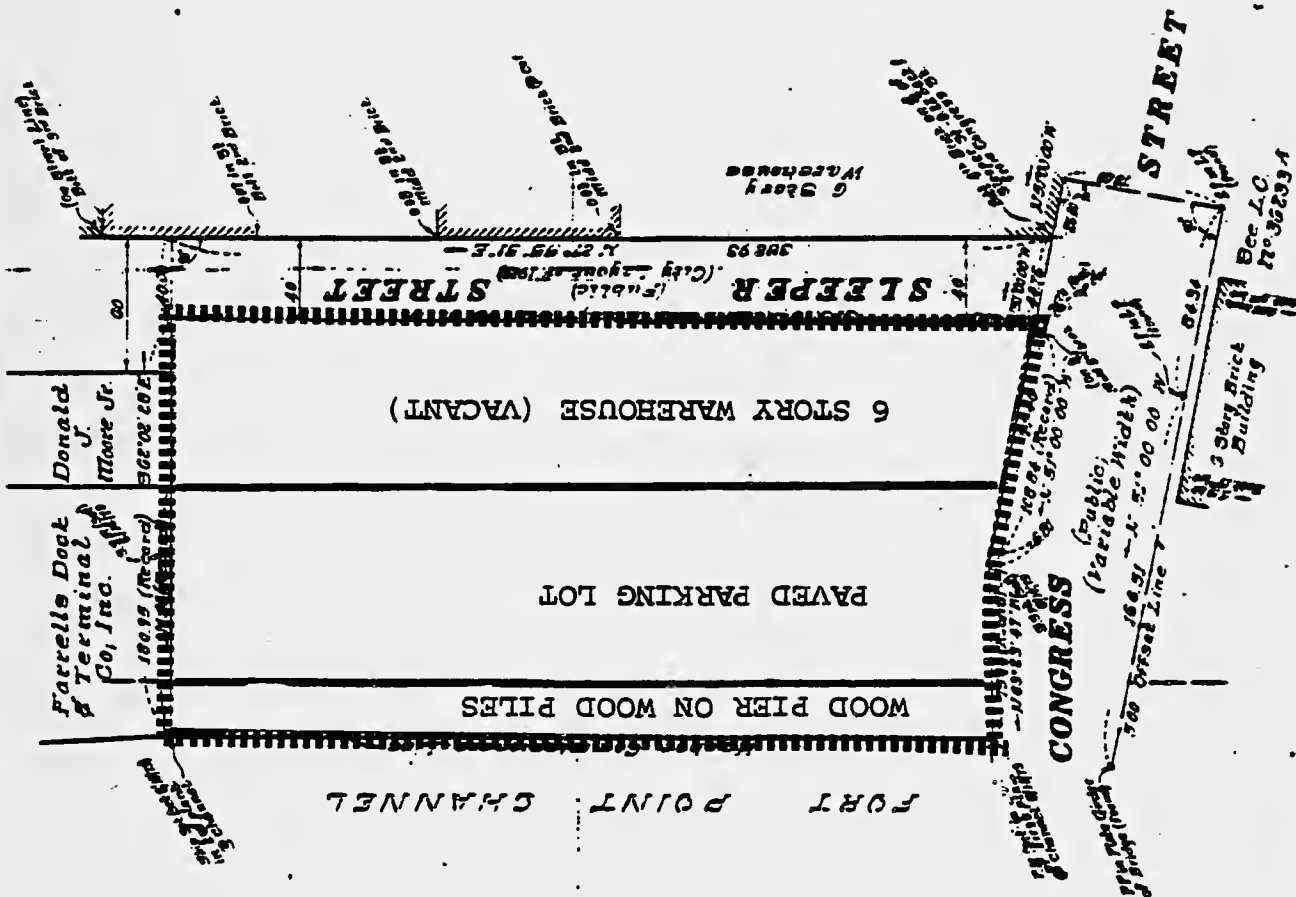
FOOTPRINT OF
VACANT WHSE. 25,600 SF

**PAVED PARKING
AREA** 30,000 SF

WOODEN PIER 9,900 SF

Item	Quantity	Unit Price	Total Price
TOTAL			65,500 SF

C.A.R.D. BNDRY



2.3 Zoning

The Museum Wharf CARD is wholly within a M-4 Zone as defined by the Boston Zoning Code and Enabling Act. Excerpts from the Boston Zoning Code and Enabling Act are attached to document the zoning status of the Museum Wharf CARD.

ARTICLE 3

ESTABLISHMENT OF ZONING DISTRICTS

‡SECTION 3-1. Division of City into Districts. For the purposes of this code the City is hereby divided into districts as follows: three classes of residential districts; S (single family), R (general), and H (apartment); two classes of business districts: L (local) and B (general); and three classes of industrial districts: M (restricted manufacturing), I (general) and W (waterfront); each of which is further subdivided into subdistricts identified by a number which represents maximum allowed floor area ratio and some of which have a second number which represents a height limit, as follows: (‡ As amended July 9, 1973)

‡(a) Residential Districts

S-.3)	Single Family
S-.5)	

R-.5)	General
R-.8)	

H-1-50)	Apartment
H-1)	
H-2-65)	
H-2)	
H-3)	
H-4)	
H-5-70)	
H-5)	

‡(As amended on February 17, 1971 and March 20, 1972)

‡ (b) Business Districts

L-.5)	
L-1)	Local
L-2-65)	
L-2)	
B-1)	
B-2)	
B-4-70)	
B-4)	General
B-8-120)	
B-8)	
B-10-155)	
B-10)	

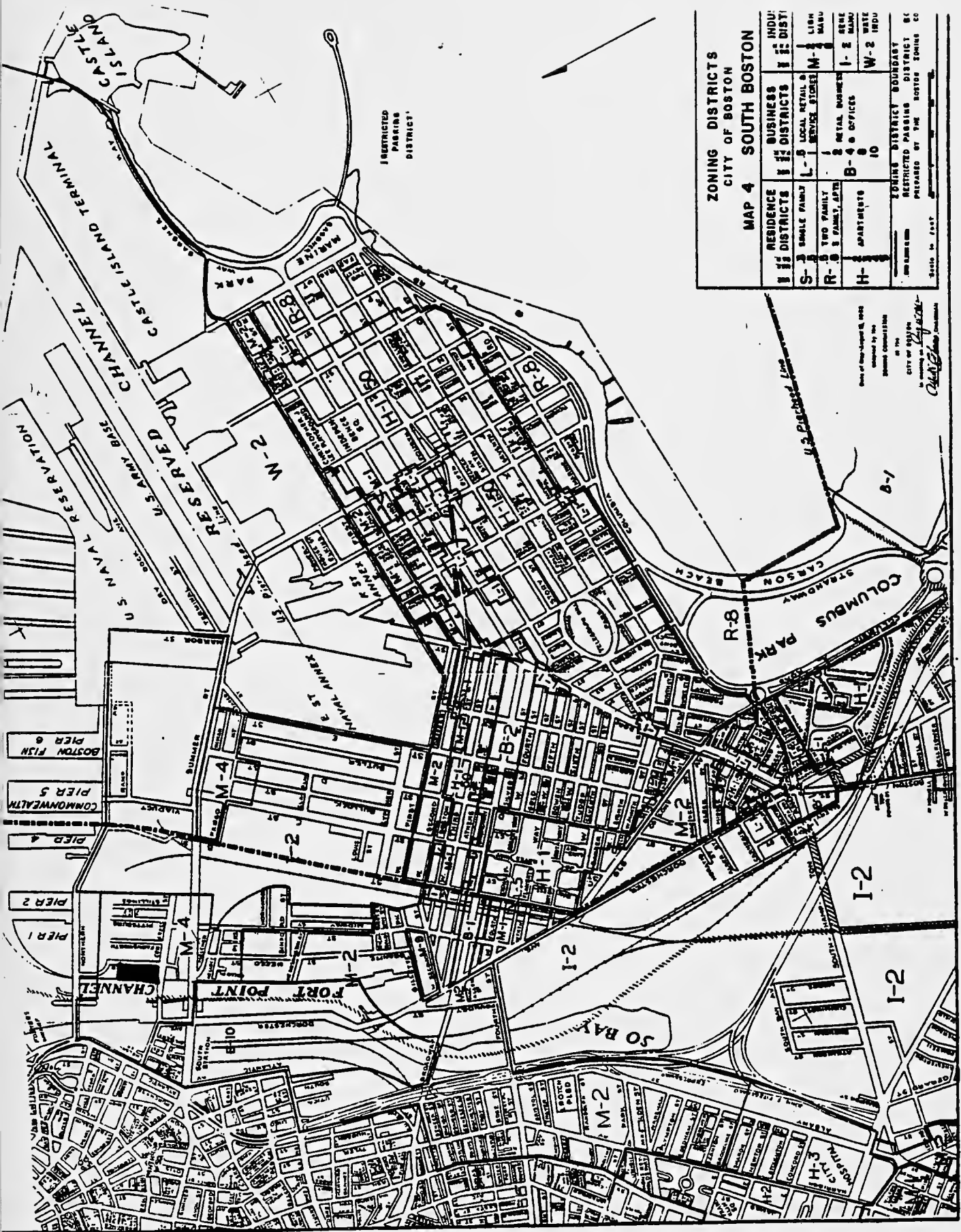
(‡ As amended on February 17, 1971,
September 27, 1973, and October 22, 1974)

(c) Industrial Districts

M-1)	
M-2)	Restricted Manufacturing
M-4)	
M-8)	
I-2)	General Industrial
W-2)	Waterfront Industrial

‡The boundaries of these districts are hereby originally established as shown on a series of maps entitled "Zoning Districts City of Boston," dated August 15, 1962, on file in the office of the City Clerk, which maps, with all explanatory matter thereon, and all maps which, by amendment of this code, may be substituted therefore or made supplemental thereto shall be deemed to be, and are hereby made, a part of this code.

(‡As amended on May 26, 1972)



2.4 General Physical Conditions

The existing pier, parking area, and 6-story warehouse building are the three major components of the Museum Wharf CARD. The physical condition of these three components is as follows:

The existing 6-story warehouse building is constructed of brick and wood and was built between 1885 and 1890 by the Boston Wharf Company shortly after the completion of their land filling operations in the Fort Point Channel Area in 1893.

It is a loft type structure ~~of Type 3A~~ construction, with each of the six floors divided into ~~six~~ bays. Since the building is located on filled land, it ~~does~~ not have a basement.

The building is approximately 370 feet long and 70 feet wide and has a floor area of approximately 25,000 square feet per floor for a total floor area of 150,000 square feet.

The building is structurally sound, but, since it was constructed as a cold storage warehouse, the building's systems are extremely limited.

There is no heating, ventilation, or air conditioning system in the building.

The building is sprinklered, but it is a dry sprinkler system.

The electrical system is direct current (D.C.) and powers a minimum lighting system and one elevator.

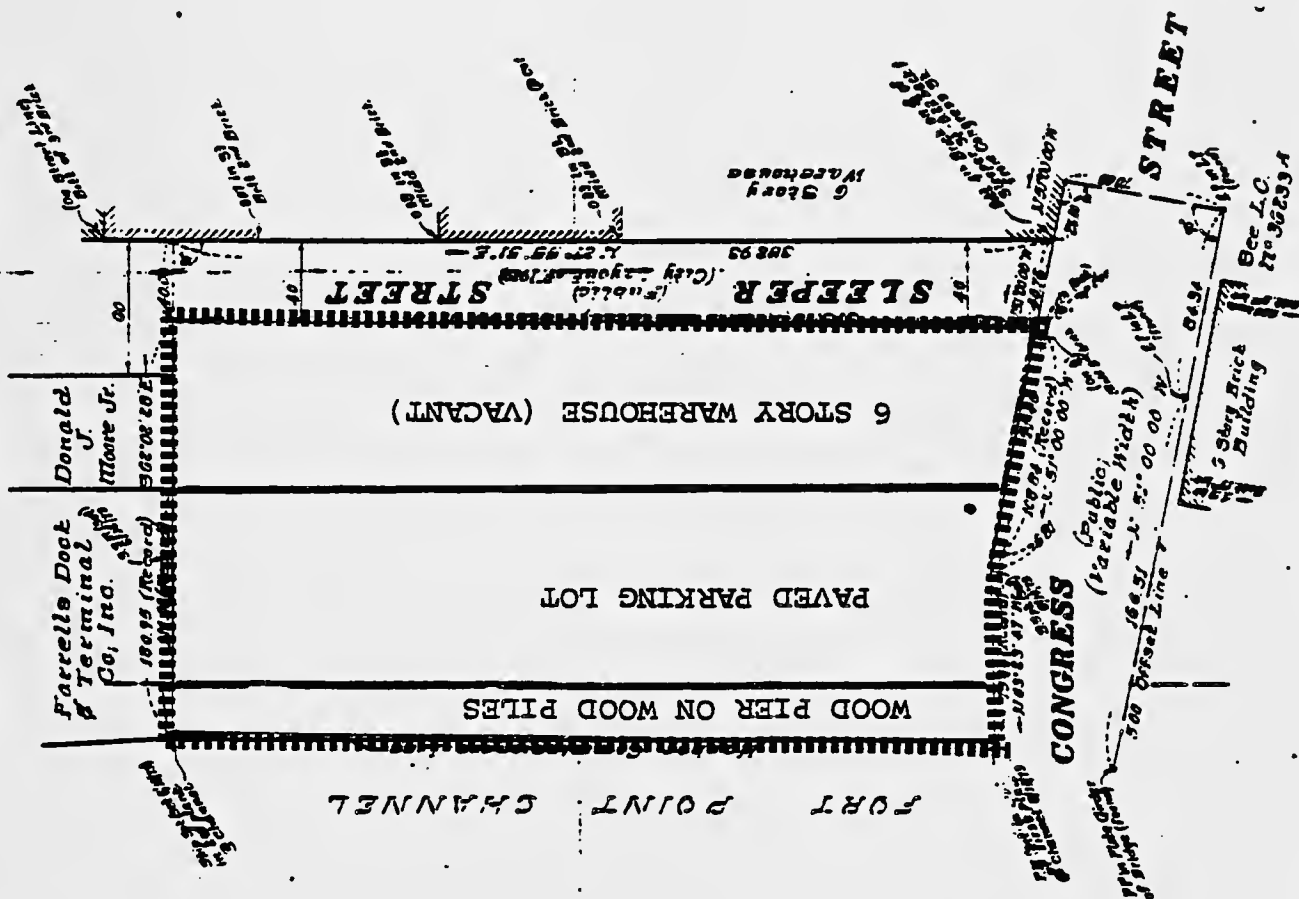
The present sanitary system consist of one toilet and is connected to the City's sanitary system.

Storm drainage is carried directly into the Fort Point Channel.

The parking area is approximately 360 feet long and 83 feet wide and contains approximately 30,000 square feet. This area consists of two strips of land that run the entire length of the CARD. The first is 30 feet wide and abuts the existing six story warehouse. It is the abandoned right of way for a railroad spur. The spur is in poor condition, although the tracks are still in place, and there are cobblestones between the tracks and warehouse.

The second strip of land is approximately 53 feet wide and 360 feet long, and is the former site of a row of warehouses that were located between the railroad spur and the pier. All of these warehouses have been torn down and the sites, filled, graded and covered with asphalt. This portion of the parking area is in good condition.

The existing pier is approximately 25 feet wide, 355 feet long, and has an area of approximately 9,900 square feet. It is constructed of wood and sits on wood pilings driven into the Fort Point Channel. The pilings are in good condition. However, the pier itself is in need of some repairs to the existing deck work.



MUSEUM WHARF C.A.R.D.

EXISTING LAND USE

**FOOTPRINT OF
VACANT WHSE. 25,600 SF**

PAVED PARKING
AREA 30,000 SF

WOODEN PIER 9,900 SF

TOTAL 65,500 SF

C.A.R.D. BNDRY

2.5 Marketing Conditions

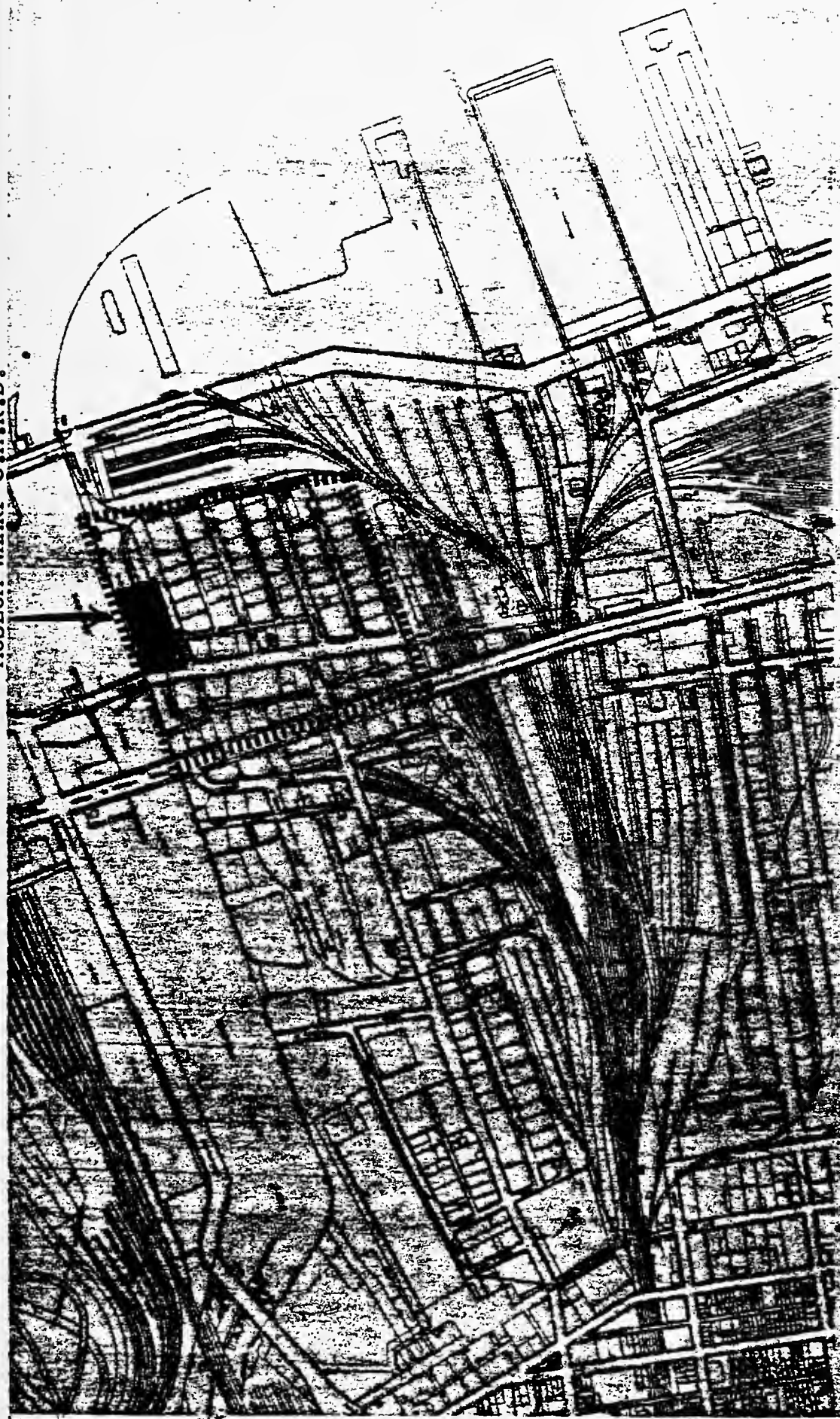
The existing six-story warehouse in the Museum Wharf CARD was vacant for a number of years before being purchased by the Children's Museum and the Museum of Transportation.

Between Northern Avenue and Summer Street is a group of about 70 older commercial and industrial loft buildings. Over half are owned by the Boston Wharf Company which is presently experiencing an overall vacancy rate of about 15%. The remaining buildings are owned by various individuals and realty trusts. Of these remaining structures, seven are completely vacant and most of the remaining have one or more vacant floors. A fully occupied building is the exception rather than the rule in this area.

At present, a loft structure in the Fort Point Channel Area, that is in good structural shape and has heat and electric service, will get a rent of \$1.50 per square foot for unimproved space and \$3.50 per square foot for improved space.

Since the existing 6-story warehouse building in the Museum Wharf CARD has neither heat nor an adequate electrical system and could expect to rent for only \$1.50 to \$3.50 per square foot if it had these systems, it appears that this structure is effectively closed out of the existing Fort Point Channel real estate market.

MUSEUM WHARF C.A.R.D.



MARKET AREA BOUNDARY

MUSEUM WHARF C.A.R.D.

LOCAL MARKET AREA

A long range development and planning study for the Fort Point Channel Area was completed, approved, and published by the BRA in December of 1977.

This document describes, in general terms, all of the planning and development programs recommended by the BRA as part of a long term planning framework for the Fort Point Channel Area.

In addition, it also summarizes all of the present development proposals planned by present property owners in this area of the City.

This combination of present proposals and future recommendations was examined in terms of the present available benefits and limitations of the CARD Program.

For example areas proposed for industrial, manufacturing, and research and technology uses were excluded because they do not need CARD designation. Areas proposed for potential arena and or convention center uses were also excluded cause of the capital expenditure limits of the CARD program.

Included were areas that had a major office, retail, commercial, and hotel component as part of a proposed rehabilitation or new construction program.

3.0 Rationale for District Boundaries - Cont'd

As a result of this examination the following recent and major private development proposals were considered for inclusion in a potential CARD area.

Piers 1- 4

Piers 1 through 4 consist of approximately 30 acres situated north of Northern Avenue and extending from Fort Point Channel to Commonwealth Pier. Owned by Anthony Athanas, the property is predominantly vacant with the exception of Pier 4 restaurant and related parking facilities.

Current development plans by Athanas include the construction of a 600- to 1,000-room hotel, 1,000 units of housing, office space, shops, restaurants, marina and parking.

Boston Wharf Company

Approximately 33 acres of land are owned by The Boston Wharf Company, in the area east of Fort Point Channel. Manufacturing and warehouses are presently being converted to mixed commercial (retail/wholesale) uses.

Various proposals have offered by the Boston Wharf Company for developing portions of this property. One such proposal has envisioned the development of a residential community containing 1,500 to 3,000 new dwelling units, conversion of a half million square feet of existing space to 300 dwelling units, and upgrading other space for office and light manufacturing.

3.0 Rationale for District Boundaries- Cont'd:

Broderick Properties

Broderick Properties holds an option to buy from Conrail on a 20 - 25 acre parcel of vacant land bordered by Northern Ave., B St., Summer St., and the Boston Wharf Company property. Broderick properties is proposing to construct an 800 room hotel on this site.

Museum Wharf

The Children's Museum and Museum of Transportation purchased the Museum Wharf Site in 1975. They propose to rehabilitate an existing 6 story warehouse building into a combination Museum/retail/restaurant development fronting on a landscaped waterfront park and play area.

Other Privately Owned Buildings

There are presently 35 - 40 existing buildings along A., St, Summer St., and Congress St., that are owned by various individuals and realty trusts. There are no specific development plans or recommendations for any specific building or group of buildings. General rehabilitation and upgrading for office, light manufacturing, and retail/commercial uses is recommended over the long term.

3.0 Rationale for District Boundaries - Cont'd:

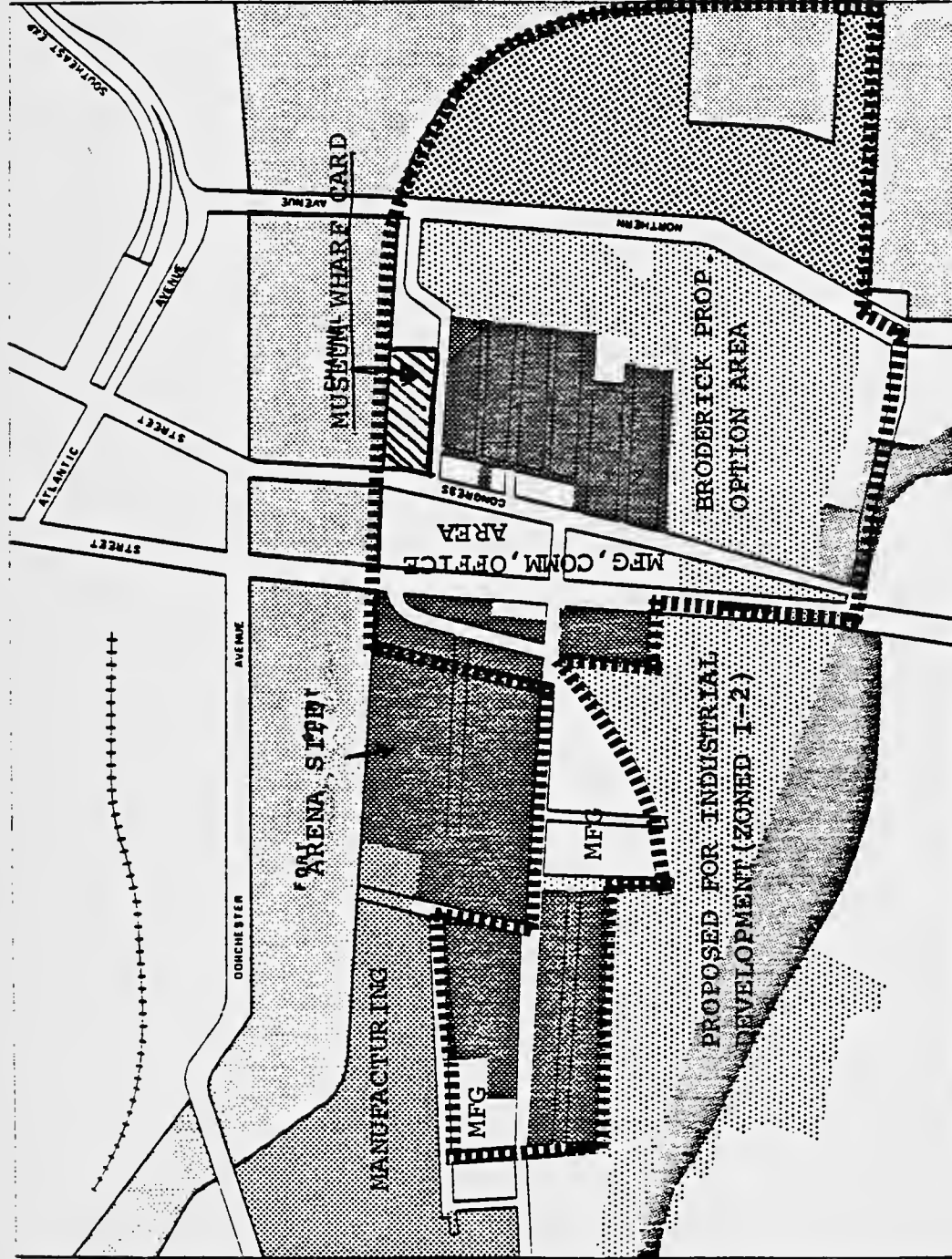
The benefits and limitations of the CARD Program were discussed with legal counsel for Mr. Athenas, Broderick Properties, and the Boston Wharf Company.

All three of these property owners do not wish to be included in a CARD Program because of the existing \$10 Million limit on capital expenditures within a 6 year period.

All of the other privately owned buildings were then surveyed. Most needed extensive rehabilitation, all but two had substantial vacancies, and 7 were completely vacant. Combinations of manufacturing, office, retail, and commercial uses were formed within the same building. Existing rent levels are approximately \$1.50 square feet for unimproved space and \$3.50 square feet for improved space.

These structures were therefore excluded from inclusion on a CARD Program because it was apparent that a "commercial rehabilitation" program could not be developed for most of these buildings and that in many cases the existing rent levels in this area would not make the "commercial rehabilitation" of these structures feasible.

Thus, by a process of analysis, review and elimination the remaining potential CARD is the Museum Wharf Site.



MAJOR PRIVATE LAND OWNERS

PENN-CENTRAL
48 Acres

TOWN AND CITIES
PROPERTIES, INC.
33 Acres

GILLETTE COMPANY
22 Acres

ATHANAS (Piers 1-4)
32 Acres

CONRAIL (Reserved Track
Rights of Way)
17 Acres

VARIOUS PRIVATE
OWNERS

PROPOSED CARD
BOUNDARY

SOURCE: FORT POINT CHANNEL STUDY
BOSTON REDEVELOPMENT AUTHORITY
DECEMBER 1977

Statement of Plan Objectives

The Fort Point Channel Study was used as a guide in developing the Museum Wharf CARD. The development goals for the Fort Point Channel Area as published in the report are to:

1. Maximize number of jobs suitable for Boston's resident labor force.
2. Maximize the property tax return to the City.
3. Provide sites for uses that are important to the City and which are difficult to locate elsewhere.
4. Minimize requirements for new public facilities or services.

Some of the planning and development policies outlined in the Fort Point Channel Study to achieve these goals include:

1. The stimulation of private investment and development wherever appropriate by providing incentives.
2. Maximizing opportunities for reuse of land having outstanding qualities, particularly those properties along the Water's edge.
3. Maximizing public access to the waterfront and views of Boston Harbor.
4. Encouraging the upgrading and rehabilitation of existing space.
5. Protecting areas and structures of historic and architectural significance.

These goals and policies complement the objectives of the CARD Plan regulations. When they are taken in context with the objectives of the CARD plan regulations, and the fact that all the property within the Museum Wharf CARD is owned by the Children's Museum and the Museum of Transportation, the following objectives of the Museum Wharf CARD can be derived.

Statement of Plan Objectives - Cont'd:

The objectives of the Museum Wharf CARD are:

1. To provide a site for a new and expanded Children's Museum and Museum of Transportation. These Museums are extremely important to the City and are difficult to locate elsewhere because of their need for more space and a central location available funding for expansion, and high visitor attendance levels.
2. To completely rehabilitate a structurally sound six story building with 150,000 square feet of floor space that would otherwise remain vacant.
3. To bring into the CARD new commercial/retail activity that would otherwise not be in the area because there would be no market for it.
4. To create new jobs for city residents and generate additional tax income for the city.
5. To maximize the opportunities for the reuse of vacant land that is along the water's edge of the Fort Point Channel and provide public access to the water's edge that otherwise would not exist.
6. To re-enforce the planned commercial and loft residential development planned by the Boston Wharf Company abutting the Museum Wharf CARD.

5.1 Public Improvements

Since the property in the Museum Wharf CARD is privately owned all "public" improvements will be paid for by the Children's Museum and Museum of Transportation.

Their present plans for public improvements include the creation of a boardwalk along the pier at the water's edge and the creation of a boardwalk/arcade in front of the Museum itself. Planters, benches, and play areas are planned for the former parking area between the pier and the new Museum .

An outdoor retail area will be built around the Hood's Milk Bottle that has been installed in front of the Museum building.

In the near future dry and wet play areas, an outdoor amphitheatre, activity areas, outdoor exhibit areas, and a covered flea market will be added to complete the development of the former parking area and pier.



The objectives of the Museum Wharf CARD are to create a new Children's Museum/Museum of Transportation exhibition and resource complex with additional new retail/commercial space and a landscaped plaza/boardwalk/recreational area along the Fort Point Channel Waterfront.

In order to insure that this proposed development conforms with the objectives of the Museum Wharf CARD, the following materials shall be submitted to the Director of the Authority for design review.

- (1) Site plans showing the Project Area and the approximate location of structures and facilities to be constructed.
- (2) Drawings showing the buildings and other improvements to be constructed in a form adequate to show the nature and extent of the project, including elevations, floor plans, and elevations of the surrounding area.
- (3) Outline Specifications showing generally the character and quality of the construction to be employed.
- (4) A statement of all permissions which will be required for the project to deviate from zoning, building, health and fire laws, codes, ordinances and regulations in effect in Boston.
 - (a) A statement of the deviations required from the State Building Code to include the anticipated date said deviations will be approved.
 - (b) If deviations are required from the Boston Zoning Code, the request shall have a comparison of what the Code requires and what the Project will provide.

The Museum Wharf CARD encompasses 65,500 square feet of land. Approximately 40,000 square feet of which is a parking area and pier. This entire area will be developed in accordance with the public improvement plans and program outlined in Section 5.1 above.

The remaining 25,000 square feet is the footprint of a 6 story warehouse type building containing 150,000 square feet of floor space.

Within the building the Children's Museum will develop 40,000 square feet of usable floor space and the Museum of Transportation will develop 23,000 square feet of usable space. An additional 22,000 square feet will be shared between the two Museums.

The Children's Museum presently has 7500 square feet of usable space and receives 170,000 visitors annually. The Museum of Transportation presently has 12,000 square feet of usable space and receives 40,000 visitors annually. Once their new facilities are complete, Children's Museum is projecting that they will receive 450,000 visitors annually and the Museum of Transportation 250,000 visitors annually.

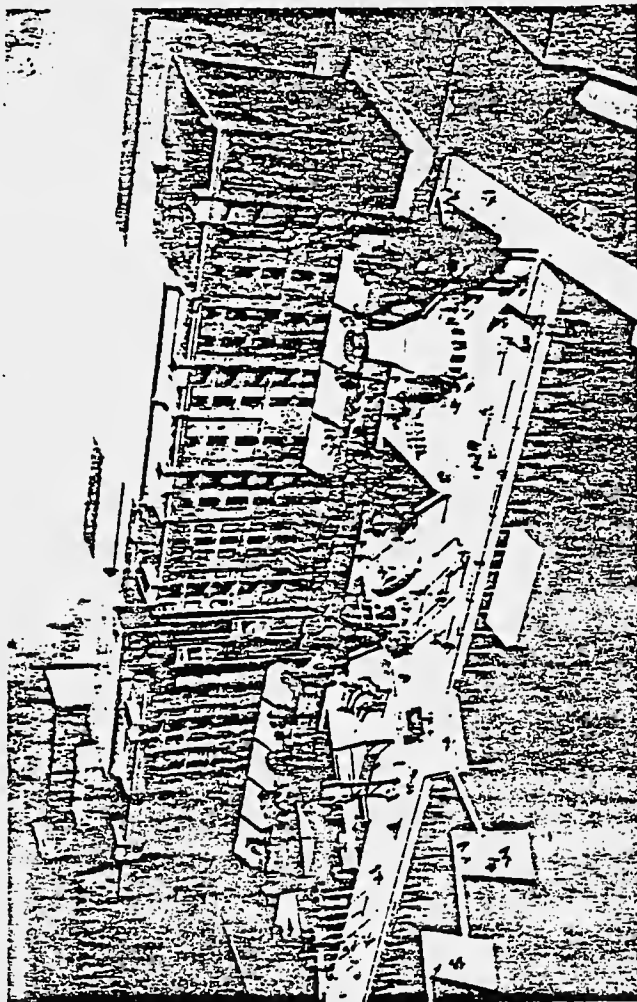
These levels of patronage have created a retail market within the Museum Wharf CARD that previously could not have existed.

5.3 General Character of Development Cont'd:

Included as part of the development in the Museum Wharf
CARD will be:

- (1) a 5500 square foot McDonalds Restaurant
- (2) an 8500 square foot Restaurant
- (3) an 1800 square foot Museum store
- (4) a seasonal ice cream shop in the Hoods
Milk Bottle.

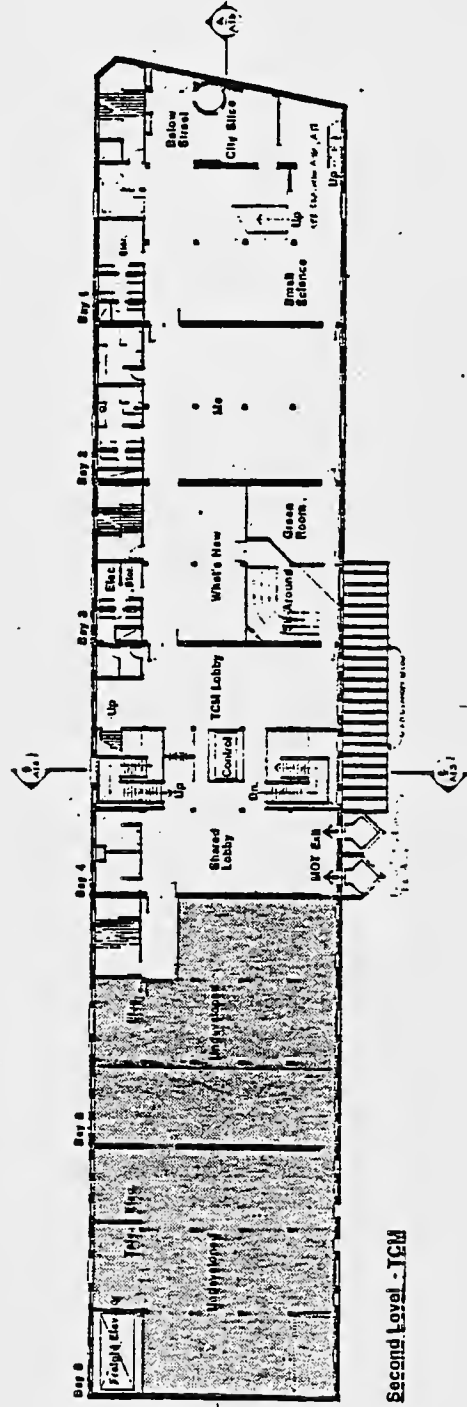
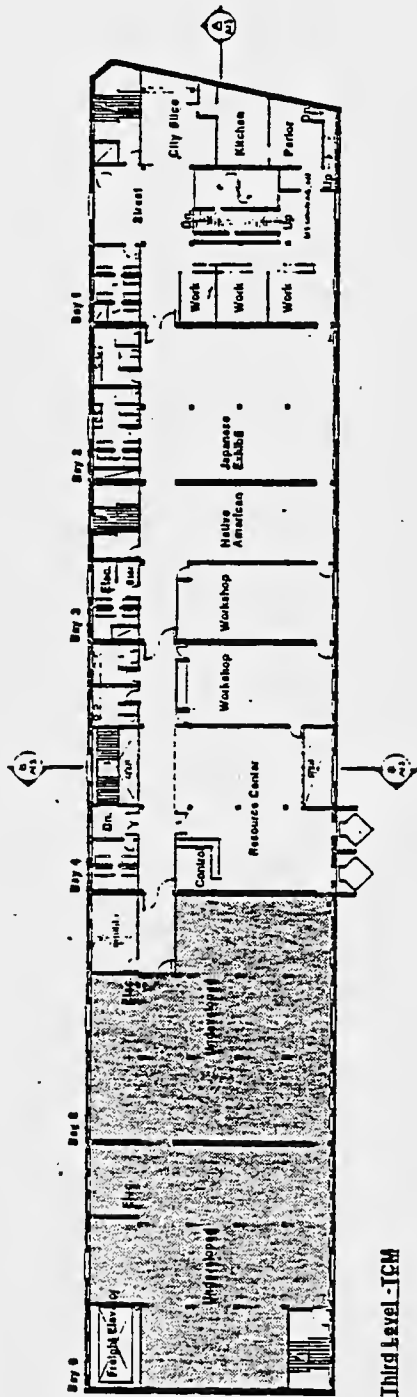
All of these uses will result in the creation of new jobs and
additional tax revenues to the City. No public land acquisition,
clearance, or disposition will be necessary to complete the Museum
Wharf CARD .



The Children's Museum and Museum of Transportation
The Wharf Project
Design Development

8 March 1978

Cambridge Seven Associates, Inc.	Architects
LeMessurier Associates/SCI	Structural Engineers
R. G. Vandarwell Engineers, Inc.	Mechanical Engineers



Cambridge Seven Associates, Inc.
1030 West Avenue Cambridge, Mass 02139

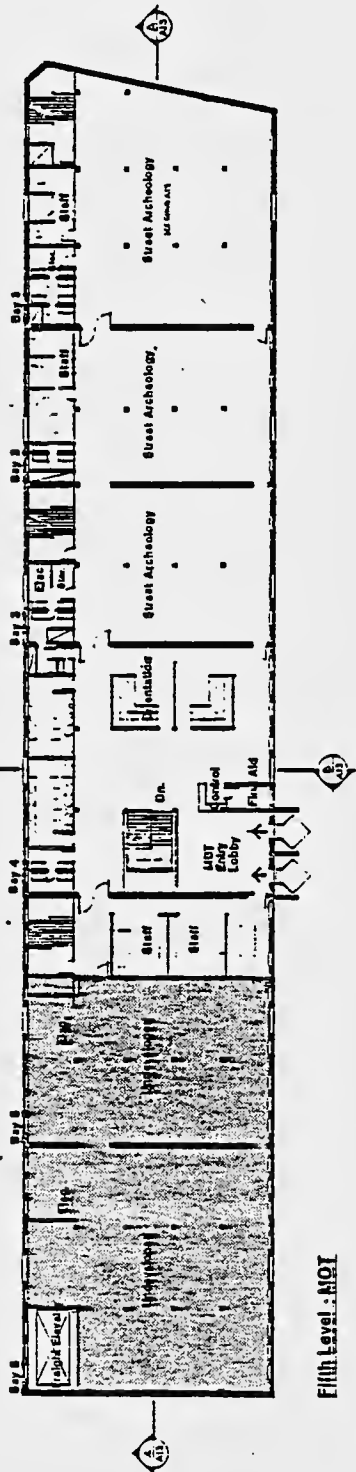
APPROVED THE DATE OF
DESIGNED BY
DATE OF DRAWING
REVISION

SCALE 1/8" = 1'-0"

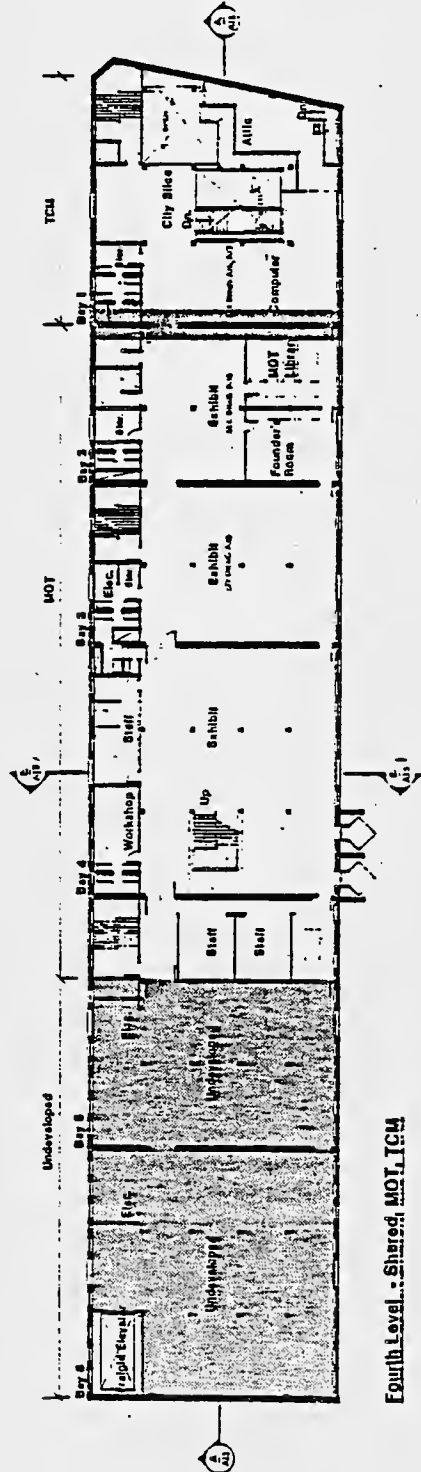
Second & Third Level
First Phase

THE WHARF

The City of Boston Planning Department



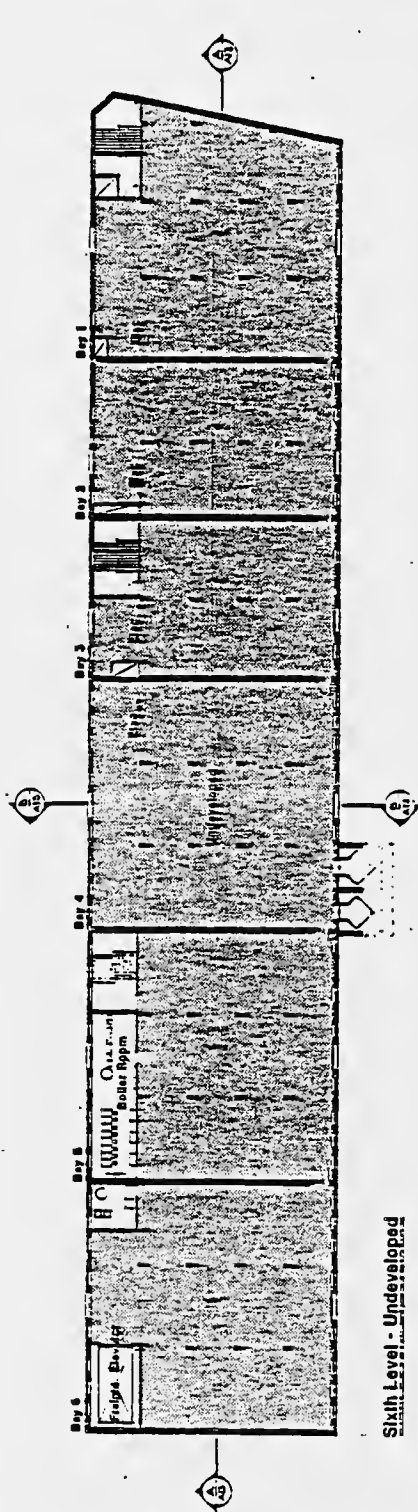
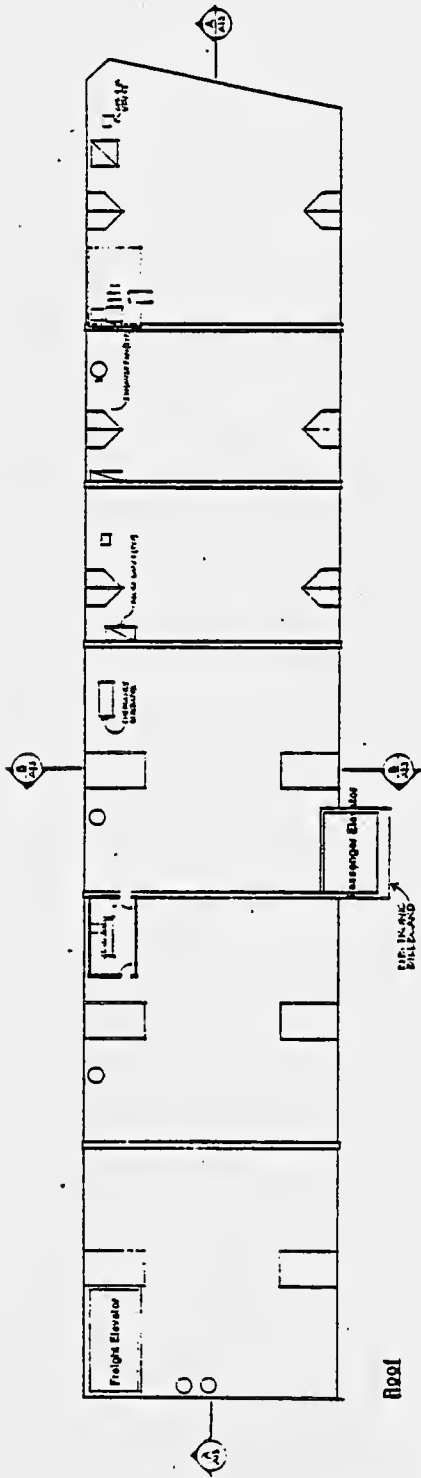
Fifth Level - NOT



Fourth Level - Shared MOT ICM

Cambridge Seven Associates, Inc. 1850 West Avenue, Cambridge, Mass 02138	
DATE: 7/18/81	BY: [Signature]
DESIGNED BY: [Signature]	DATE OF DESIGN: 7/8/81
REVIEWED: [Signature]	
Scale: 1/4" = 1'-0"	
Fourth & Fifth Level	
First Phase	
THE WHARF	
The City of Cambridge is the owner of the property.	





Sixth Level - Undeveloped

0 4 8 10 32 64 feet

Cambridge Seven Associates, Inc.
1000 West Avenue, Cambridge, Mass 021

ARCHITECT TITLE OF PROJECT OR

DRAWN BY

CHECKED BY

DATE OF ORIGINAL 3 x 17

NOTED

SCALE 1/8" = 1'-0"

Level 6 & Roof

First Phase

THE WHARF

The Cambridge Seven Associates, Inc.

Architects

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

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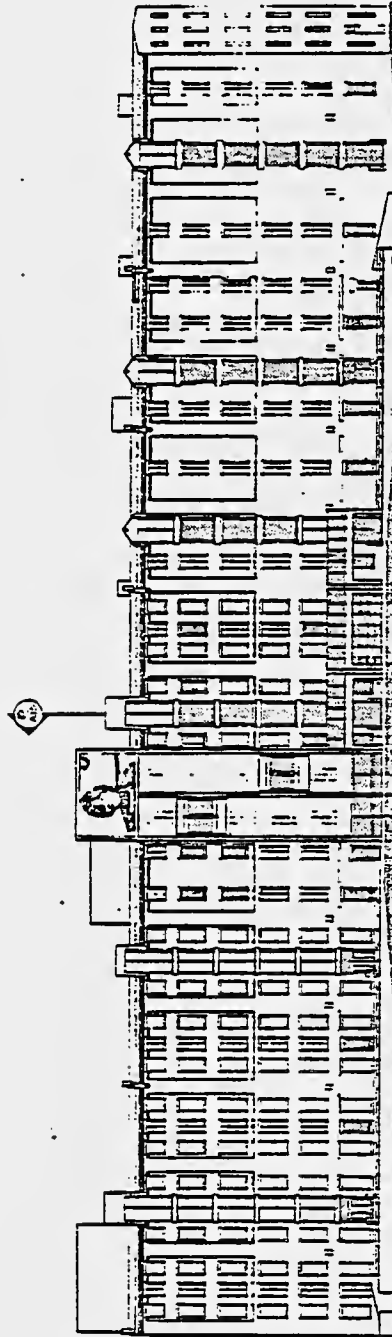
1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

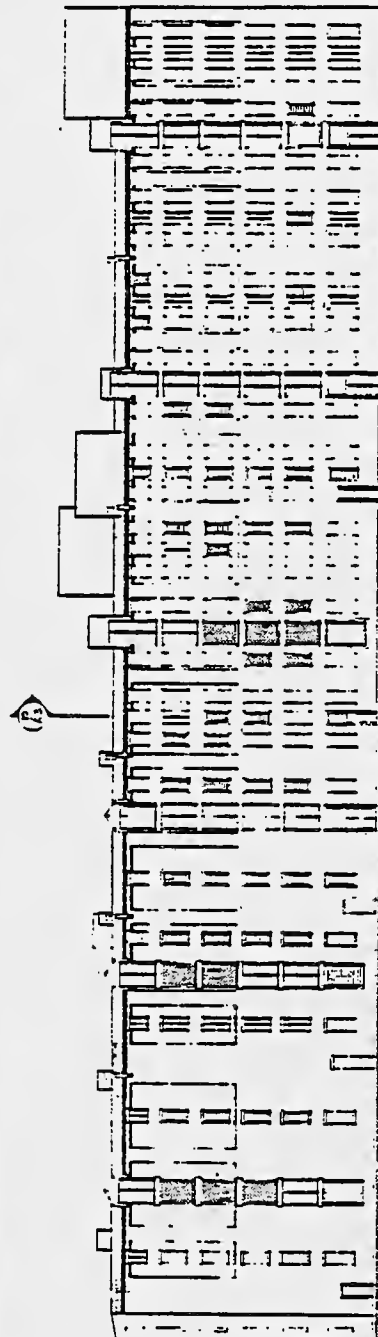
1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021

1000 West Avenue, Cambridge, Mass 021



West (Apron) Elevation



East (Sleeper St.) Elevation



Cambridge Seven Associates
1000 West Avenue, Cambridge, Mass. 6

ARCHITECT	DATE	BY
DESIGNED BY	DATE	BY
DATE OF ORIGIN	Y	M
NO.		

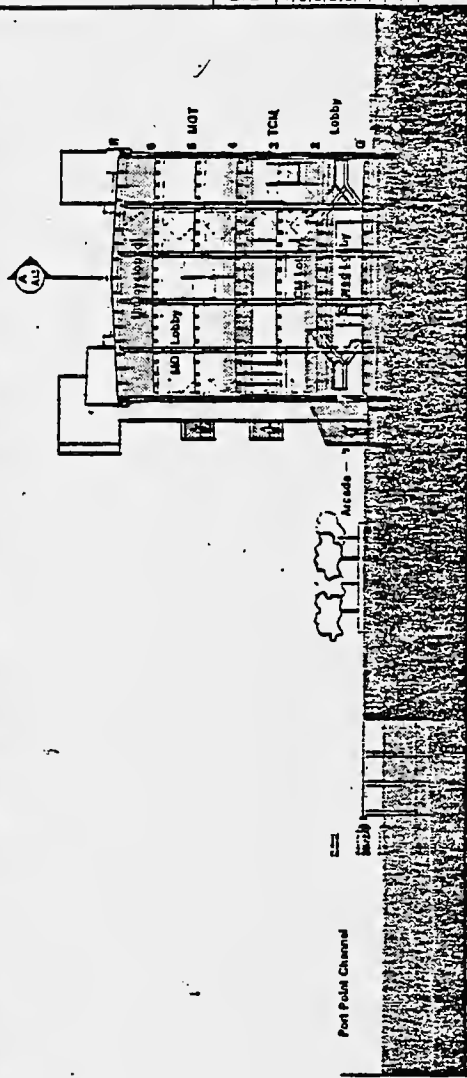
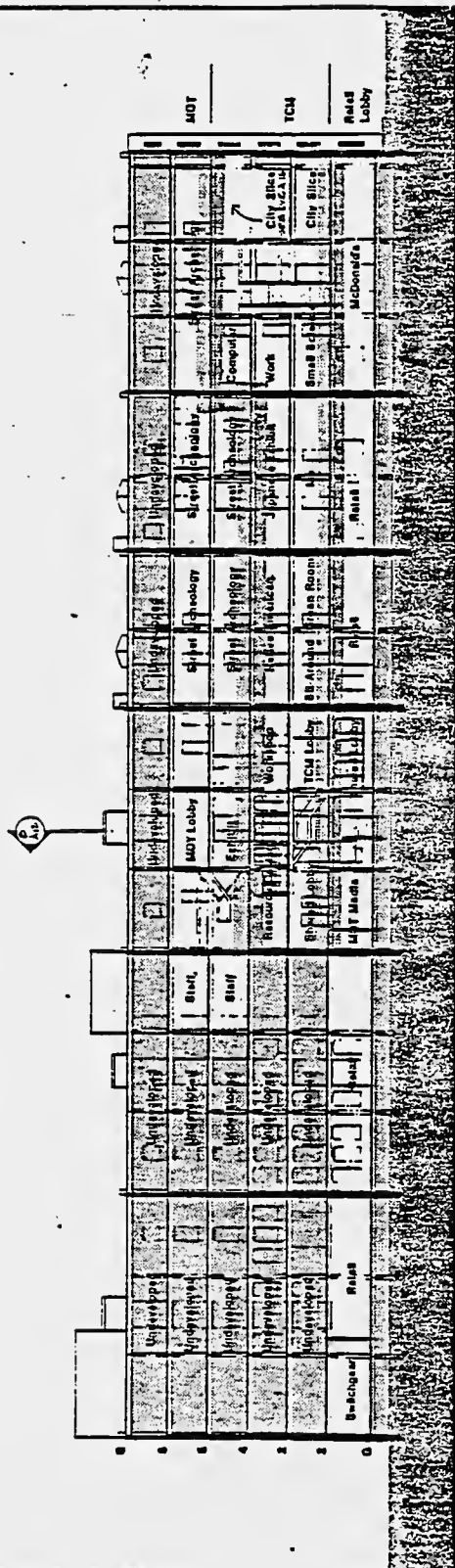
SCALE 1/4" = 1'-0"

West & East Elevation
First Phase

THE WHARF

For Details, Materials & Methods of Construction

AT



Cambridge Sayre Associates, Inc.
1050 Mass. Avenue, Cambridge, Mass. 02138

[illegible]

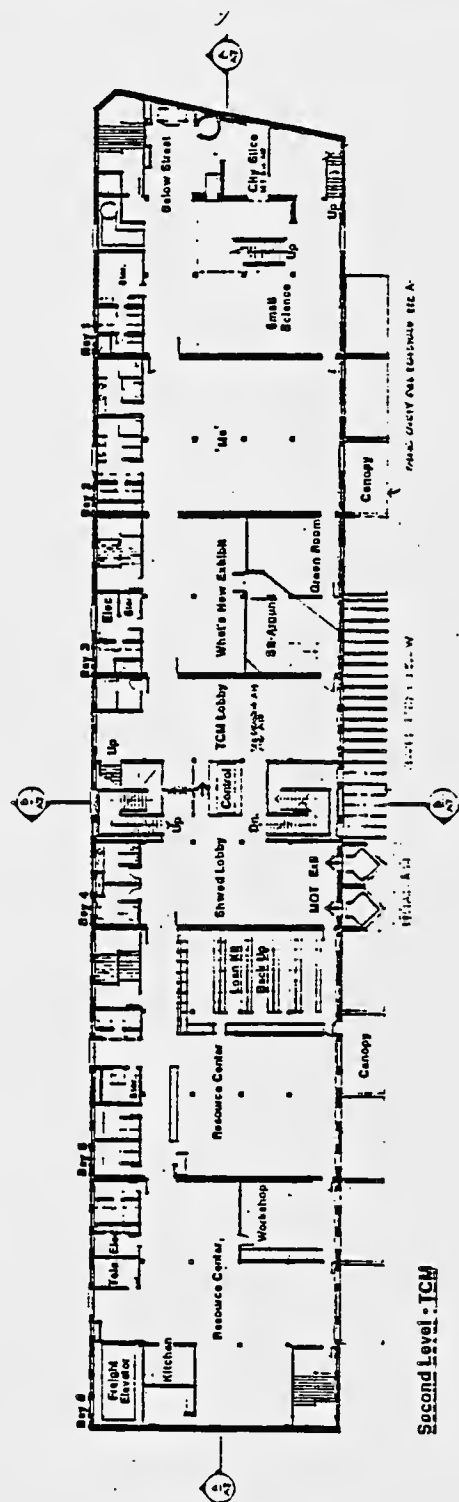
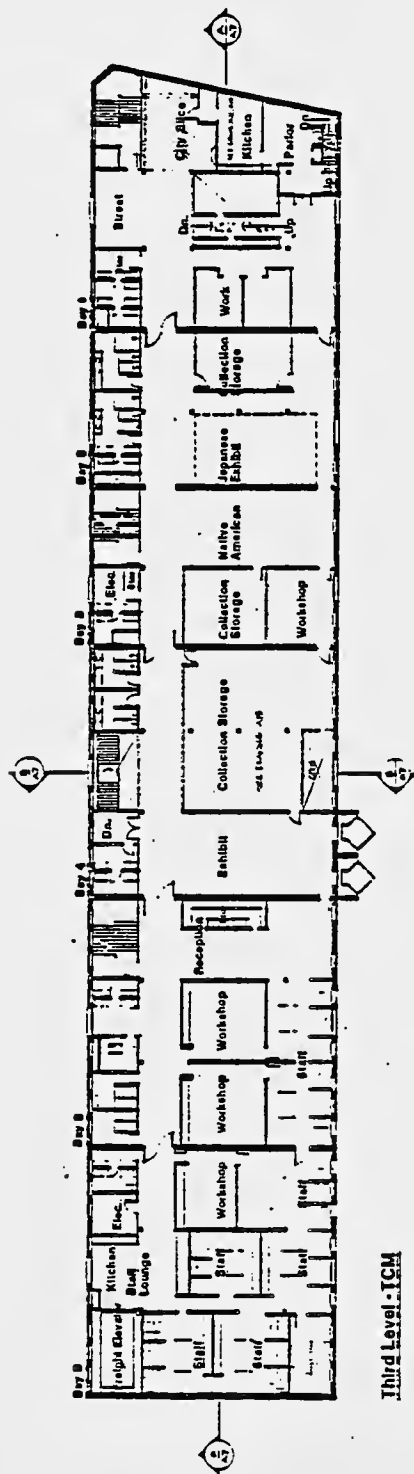
1941 10 10

Sections First Phase

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
500 FIFTH AVENUE, NEW YORK, N. Y.

10. *Other*

313



Cambridge Seven Associates, Inc.
1050 West 8000th, Cambridge, Mass. 02139

AD	1329	NO 911. 9110001 DUN
JUL 1967		
AB 017 317		
C/O. S. THEODORE SING		

0.3.11. 2008

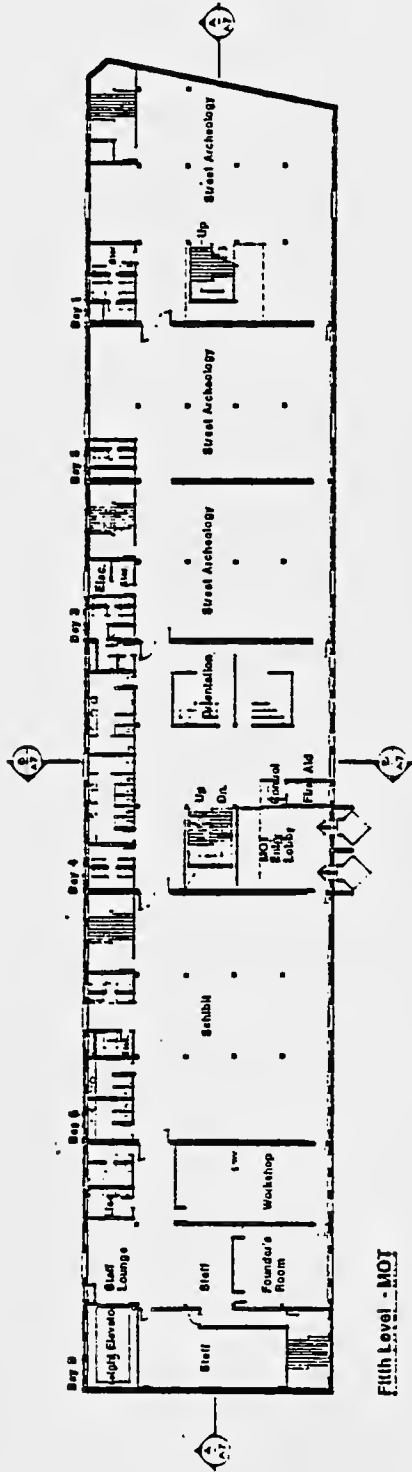
Second & Third Level Final Phase

THE VAMP

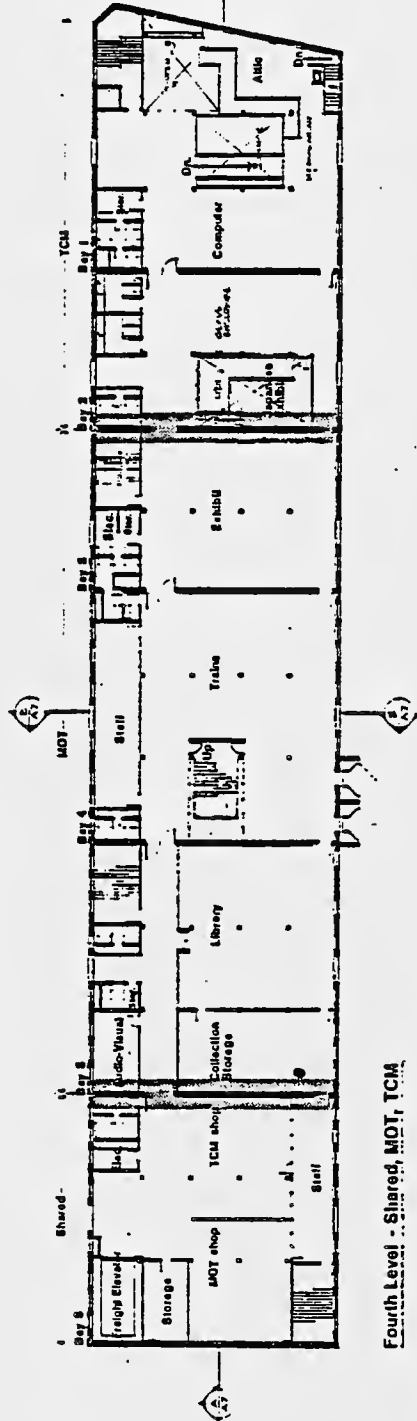
THE CHAIRMAN, ADDRESSING THE MEETING, SAID:

27





Fifth Level - MOI



Fourth Level - Shared, MOI, TCM

Cambridge Seven Associates, Inc.
1050 Mass. Street, Cambridge, Mass 02138

ARCHITECT
DATE OF ORIGINAL - 8-7-72
IN REVISION

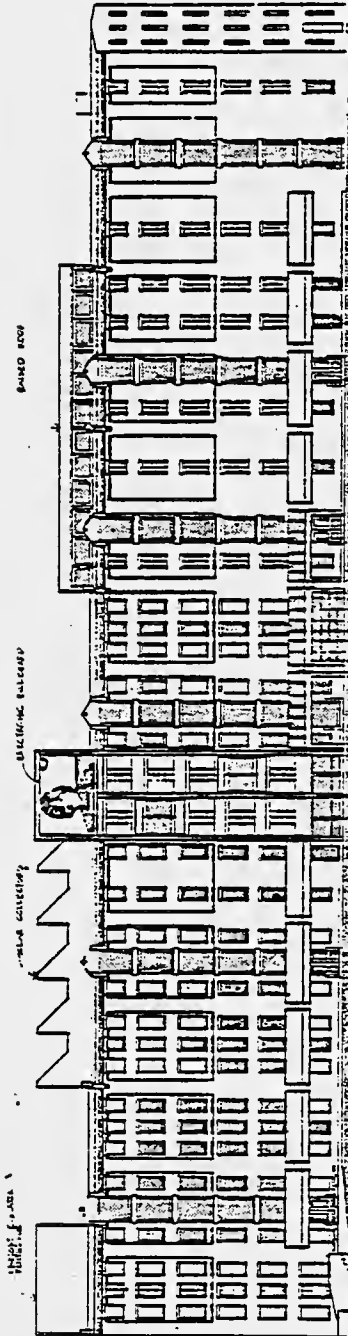
PROJECT NO. 110-01
SHEET 5 OF 10

SCALE: 1/8" = 1'-0"

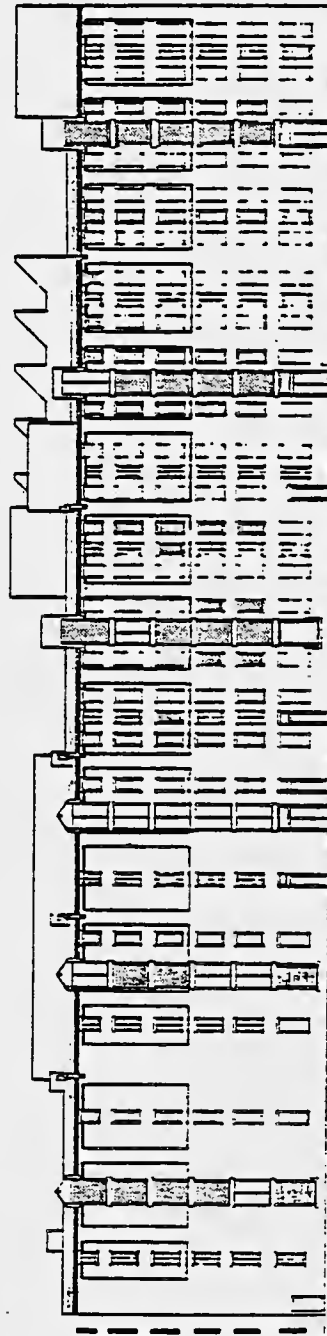
FOURTH & FIFTH LEVEL
FINAL PHASE

THE WHARF

The Cambridge Seven Associates, Inc.



West (Apartment) Elevation



East (Sloop St.) Elevation

0 10 20 30 40 50 feet

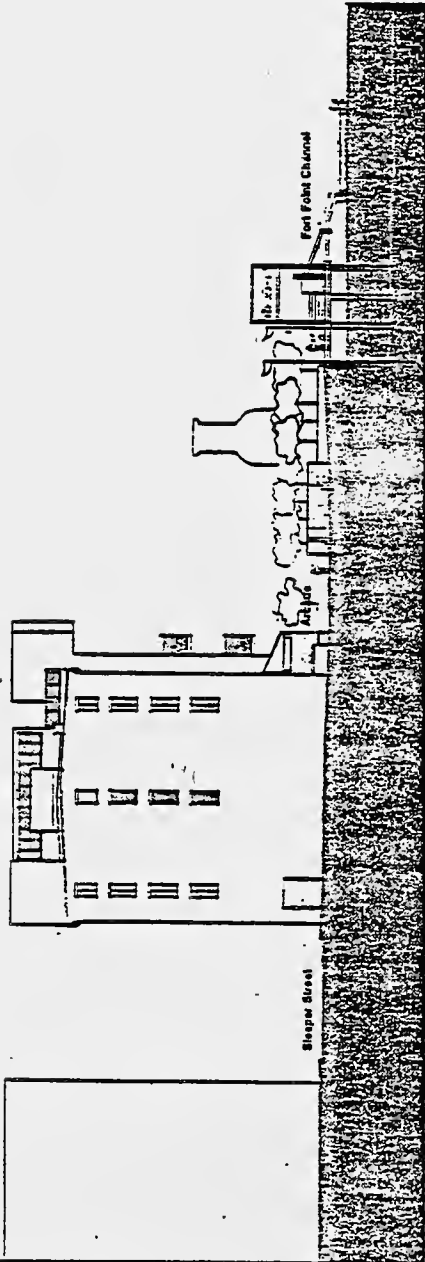
Cambridge Seven Associates, Inc.
1050 West Street, Cambridge, Mass. 02118

DATE	7/18/71	BY	CP
DESIGNED BY			
CHECKED BY			
DATE OF ORIGIN	7-7-71		
NOTED			

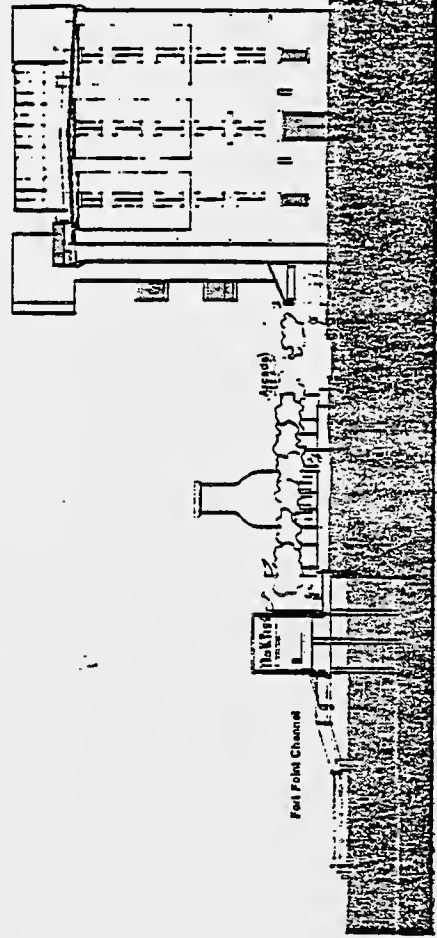
Scale 1/8" = 1'-0"
West & East Elevations
Final Phase

THE WHARF
The Cambridge Seven Associates

A5



North Elevation



South Elevation

Cambridge Seven Associates, Inc.
1010 West Street, Cambridge, Mass. 02139

ARCHITECT: J. B. O'NEILL
CLIENT: U.S. ARMY
DATE OF DESIGN: 1964
DATE OF CONSTRUCTION: 1965
SCALE: 1/4" = 1'-0"

North & South Elevation
Final Phase

THE WHARF
The Wharves Museum & Shrine of the Arts

AC

The only State incentive to be utilized to accomplish the Museum Wharf CARD Plan will be a tax exempt revenue bond through the Boston IDFA and MIFA. No other Federal or State incentives are needed.

6.0 Consistency with Other Local Plans

The planning and development study of the Fort Point Channel Area that was completed and published by the BRA in December of 1977 is the present plan of record for this area.

The proposed Museum Wharf development as outlined and discussed in this CARD application is fully consistent with and part of the planning framework of the Fort Point Channel Study.

Provisions for Citizen Participation

7.0

In order to qualify for tax exempt revenue bond financing through the Boston IDFA, the Children's Museum and Museum of Transportation must receive certification from the BRA, through the BRA Board, that their proposed development is located within the Museum Wharf CARD and complies with the objectives of the Museum Wharf CARD Plan.

This certification will be received through a vote of the BRA Board at a regularly scheduled public meeting of the BRA.

In addition, any tax exempt bond issue obtained through the Boston IDFA must be approved by this body at a public meeting.

Such bond issues must also be approved by the Boston City Council. This approval process includes a public hearing before the Neighborhood Development Committee and a vote of the full council at a regularly scheduled council meeting that is open to the public.

8.0 Description of the Implementing Agency

The implementing agency for the Museum Wharf CARD is the Boston Redevelopment Authority.

The BRA has been both the planning and urban renewal agency for the City of Boston since 1955. In this capacity, the Authority maintains a permanent staff in several departments and disciplines that are directly related to the review and implementation of the Museum Wharf CARD.

These departments and disciplines include urban design, landscape architecture, comprehensive planning, neighborhood planning, environmental review, preservation planning, legal, engineering, real estate and research.

In addition, the Authority reviews and makes recommendations on all cases before the Boston Zoning Board of Appeal and must review and approve all development plans for Planned Development Areas under the Boston Zoning Code.

The Authority is also the designated city agency responsible for the review and approval of all 121A applications in the City of Boston.

AFFADAVIT

The undersigned hereby certifies as follows:

1. That a public hearing was held on April 9, 1979 at 7:00 p.m. at Condon School, South Boston for the purpose of presenting a Commercial Area Revitalization District (CARD) application for the property at the corners of Congress and Sleeper Streets pursuant to proper public notice.
2. That the undersigned is duly authorized to execute this certificate.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand this 12th day of April, 1979.

Thomas J. Garrahy
Recording Officer

ATTEST:

Paul W. Dobbs
Attesting Officer

Paul Garrahy / Notary Public
Title

ALL INVOICES TO
DEPARTMENT
RECEIVING GOODS

DELIVERY	CITY ORDER NO.
CHECK (X) ONE	
<input type="checkbox"/> PARTIAL <input type="checkbox"/> FINAL	

DEPARTMENT	LOCATION TO WHICH DELIVERED
ECON. DEVEL. INDUST. COR.	BOSTON, MASS.

NAME AND
ADDRESS
OF
VENDOR

GLOBE NEWSPAPER CO.
P O BOX 3407
BOSTON, MASS.


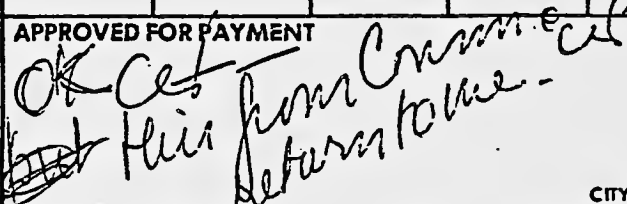
PLEASE
INCLUDE
ZIP
CODE

APPROPRIATION CODE			
GROUP	DEPT.	BUDGET	
		OBJECT	PROGRAM

REQUISITION NUMBER	TERMS	INVOICE DATE	INVOICE NUMBER
2183	NET	3/29/79	5 1470

QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT
32	LINES	LEGAL	1.80	57.60
<div style="border: 1px solid black; padding: 5px; margin: 10px;"> <p>NOTICE OF PUBLIC HEARING — THE INDUSTRIAL DEVELOPMENT FINANCE AUTHORITY will hold a public hearing on April 9, 1979, at 7:00 p.m. at the Condon School, Multi-Purpose Room, 200 D Street, South Boston, MA on the proposed designation of the following area as a Commercial Area Revitalization District; as required under S12, Chp. 40D of the General Laws of the Commonwealth of Massachusetts (as amended by S1 & 1D of St 1978, Chpt. 495): SLEEPER STREET, SOUTH BOSTON. All interested parties are urged to attend this meeting. Persons wishing to testify at this hearing should notify the Authority (725-3342) by 5:00 p.m., April 6, 1979. Written comments will be accepted up to 12 Noon on April 10, 1979 and should be submitted to IDFA, 60 Congress Street, Boston, Massachusetts.</p> </div>				

*Vouchered
4-6-79*

INSTRUCTIONS TO VENDORS 1. Use a separate Standard Invoice for each Purchase or Service Order. 2. All quantities, items and prices must conform exactly with specifications of order, unless specifically authorized. 3. Service(S) or Purchase Order number, and appropriation code must appear on all invoices. 4. When applicable, invoice must show itemized description of all materials furnished, and location, and dates, hours and rates for labor.		TOTAL GROSS AMOUNT	57.60	
		CASH DISCOUNT	00	
		NET PAYMENT	57.60	
VENDOR'S CERTIFICATION: I certify that the goods were shipped or the services rendered as shown above.  (PLEASE SIGN IN INK)		AUDITOR USE ONLY		
		COMPUTATION	CERTIFICATION	ORDER
APPROVED FOR PAYMENT  CITY AUDITOR				

CITY OF BOSTON

IN CITY COUNCIL

WHEREAS, in accordance with Chapters 40D and 23D, Massachusetts General Laws, the Commonwealth of Massachusetts acting by and through the Secretary of Communities and Development may approve Commercial Area Revitalization Districts Plans (herein referred to as CARD Plans); and

WHEREAS, such approval is a pre-condition for the use of various state financial incentives for commercial development that would be in the public interest of the citizens of Boston; and

WHEREAS, the Development of the Museum Wharf CARD which is situated in the City of Boston and which is bounded as follows:

beginning at the intersection of the northwesterly side of Sleeper Street and the northeasterly side of Congress Street running northwesterly on a bearing of N51° 00' 00"W for a distance of 108.84 feet; then continuing northwesterly on a bearing of N63° 23' 47"W for a distance of 75.44 feet, thence running northeasterly on a bearing of N28° 08' 15"E for a distance of 356.04 feet; thence running southeasterly on a bearing of S62° 02' 28"E for a distance of 180.05 feet; thence running southeasterly on a bearing of S27° 55' 51"W for a distance of 375.10 feet to intersect the beginning point.

would follow the community development objectives of the City of Boston and would result in physical development of said District and the creation of employment opportunities of a character consistent with that contemplated by the above cited statutes; and

WHEREAS, Wharf Museum, Inc., which is to locate a project in the Museum Wharf CARD, shall submit to the city an agreement that they have off-street parking facilities for all buses bringing patrons to the project parked off the street and that no such buses will be parked on City Streets.

NOW, THEREFORE, BE IT RESOLVED BY THE BOSTON CITY COUNCIL:

1. That the Museum Wharf (herein referred to as the CARD) Commercial Area Revitalization District described above is a predominantly commercial geographic area;

2. That implementation of the proposed CARD Plan will serve to prevent or avert the decay of the area covered by the plan and will help deter the movement of commercial enterprises into previously non-commercial areas;

3. That the Museum Wharf CARD is hereby approved and that said Plan shall be submitted to the Secretary of Communities and Development for approval.

In City Council May 16, 1979. Adopted.

Approved by the Mayor May 31, 1979.

Attest:


City Clerk.

CITY OF BOSTON



JOSEPH D. ALVIANI
Acting Corporation Counsel

LAW DEPARTMENT

CITY HALL
BOSTON, MASSACHUSETTS 02201
(617) 725-

June 4, 1979

Secretary Byron Matthews
Executive Office of Communities and Development
Saltonstall Building
100 Cambridge Street
Boston, MA. 02201

Dear Secretary Matthews:

I am an attorney qualified to practice law in the Commonwealth of Massachusetts and as the Acting Corporation Counsel of the City of Boston I am the attorney for the City of Boston.

I have reviewed the document entitled "Application for Designation of The Museum Wharf CARD", certain notices of a public hearing held by the Boston Industrial Financing Authority, and a Resolution passed by the City Council and approved by the Mayor.

On April 12, 1979, the Executive Office of Communities and Development published new regulations for approval of CARD plans. 751 C.M.R. 8.01(4) requires the local governing body to hold a public hearing on the plan with at least ten (10) days notice prior to approval. The regulations in effect prior to that date required only that a public hearing be held with ten (10) days notice before approval by the local governing body, but not necessarily held by that body. On March 29, 1979, the Boston Industrial Financing Authority (IDFA) published notice of a hearing to be held on April 9, 1979. The City Council approved the Plan on May 16, 1979, and the Mayor approved on May 31, 1979. There may be some questions therefore about which set of regulations applied to this hearing. Since the underlying purpose of a public hearing with ten (10) days notice was served by the IDFA's hearing, it would seem appropriate for the Secretary to waive any arguable defect in the hearing procedure.

Otherwise, I find that the Plan and the approval of the Mayor and City Council as the local governing body of the City of Boston, are in accordance with law.

Yours very truly,

Joseph D. Alviani
Acting Corporation Counsel

